



CITY OF DUBLIN BICYCLE ADVISORY TASK FORCE

FINAL RECOMMENDATIONS

March 14, 2011

Introduction

The City of Dublin prides itself on being a leader in the region on innovative practices ranging from land planning principles to engineering to economic development initiatives. The City recognizes the potential benefits of a bike-accessible community to the health, transportation and environmental needs of the community as well as the economic benefit of attraction and retention of high paying jobs. Studies have shown that bike-accessible and friendly communities are seen as places with a high quality of life which often translates into increased property values, business growth and increased tourism.

The Bicycle Advisory Task Force (BATF) was formed in the fall of 2009 to provide assistance to City Council in identifying potential bike-oriented programs and facilities to consider as a part of future City initiatives. Using the Five E's of a Bicycle Friendly Community (Engineering, Education, Encouragement, Enforcement and Evaluation) as well as the Dublin Community Plan and the Parks and Recreation Master Plan as guiding documents, the BATF analyzed the City's existing policies and strategies towards bicycling in Dublin. Preliminary evaluation included the utilization of the League of American Bicyclist assessment scorecard for readiness to apply for Bicycle Friendly Community designation (Appendix I). Early on, the BATF acknowledged the need for an over-riding policy related to bicycling including pursuing the designation of a Bicycle Friendly Community and the adoption of a 'complete streets' policy in the Multi-Modal Transportation Study. The BATF also recognized the need to create strategies which would address multi-generational needs and cycling abilities as well help establish Dublin as a regional leader in bicycle-friendly practices.

Preliminary assessment of the Bicycle Friendly Community readiness scorecard identified several attributes which Dublin has in place as

well as attributes which must be in place in order to pursue designation. A few key attributes which the BATF acknowledged the need for includes the continuation of the task force in some capacity as well as a bicycle coordinator. Designated Bicycle Friendly Communities include an advisory committee as well as a bicycle coordinator who serves as a liaison to the committee. The BATF recommends the creation of a Bicycle Advisory Committee as well as the designation of a City employee to function as a bicycle coordinator to serve as a liaison to the Bicycle Advisory Committee and help facilitate the implementation of the Bicycle Advisory Task Force's recommendations. The bicycle coordinator would also lead a cross-functional city staff team to facilitate the incorporation of the BATF's policies into City initiatives. Together, the groups would develop a bicycle facilities master plan which would be integrated into the City's transportation master plan.

The following policies and strategies are the culmination of research gathered from benchmark cities across the nation and discussion over an 18-month period. The BATF recognizes the recommendations are intended to provide a foundation, this is a beginning and additional policies as well as strategies may arise during implementation. The goal is to emulate the best practices of the top Bicycle Friendly Communities and become a leader in the region.



Engineering

The most successful bicycling cities around the world include a comprehensive bicycling network which provides a variety of bicycle facilities to address the level of comfort and abilities of various types of riders. Components of a bicycle network system include bicycle facilities, bicycle parking, operation assessment, maintenance standards, and wayfinding.

Policy 1: Adopt a bicycle transportation policy to create conditions which facilitate bicycling as a viable mode of transportation.

Issues

The City has invested in an extensive multi-use path system which is primarily utilized for leisure activities and by multiple users but has not developed a comprehensive bicycle facilities master plan to encourage bicycling as a viable mode of transportation.

Strategies

Develop a bicycle facilities master plan which identifies key connections in the multi-use path system, commuter trails, and on-road transportation corridors which integrate into the regional system.

Continue bicycle oriented infrastructure projects in future Capital Improvements Program (CIP).

Policy 2: Update parking regulations to include bicycle parking regulations.

Issues

The City's Zoning Code does not include provisions for bicycle parking.

Strategies

Include bicycle parking requirements in the Zoning Code.

Develop incentives and assistance programs to encourage businesses to provide and/or upgrade bicycle parking.

Develop standards for short-term, mid-term and long-term bicycle parking facilities, using the Association of Pedestrian Bicycle Professionals' Bicycle Parking Guidelines as a resource.

Explore options to include bike racks as public art.

Policy 3: Develop design standards and criteria for bicycle facilities.

Issues

As Dublin begins to incorporate different types of bicycle facilities, design standards are necessary for continuity throughout the City to meet user expectations.

Strategies

Develop standard design criteria and standard drawings for the different type of facilities, including bicycle lanes, paved shoulders, wide curb lanes, shared lanes and signed shared roadways.



Engineering



Policy 4: Assess the existing bicycle network and provide recommendations for improvements.

Issues

Evaluation and maintenance of the bicycle network system is essential to the safety of the bicyclists.

Strategies

Coordinate bikeway system connections with other jurisdictions in the region.

Annually examine the existing system for safety concerns and general maintenance needs and develop processes to address identified items.

Provide a link on the City's Bike Web page for individuals to identify safety concerns and input maintenance requests.

Include routine maintenance of bicycle facilities into the City's overall maintenance program which minimize physical hazards for bicyclists, such as potholes, overhanging vegetation, and gravel, in order to maintain and protect the functionality of the City's infrastructure.

Collect data on current usage and set targets for future mode share of non-motorized transportation.

Policy 5: Develop an overall wayfinding system for the bicycle network.

Issues

A comprehensive wayfinding system reinforces bikeway routes, directing bicyclists to destinations and providing a level of visibility to both bicyclist and motorists.

Strategies

Develop a primary wayfinding program such as destination signs and pavement markings which will serve bicyclists of varying experience.

Develop a route-based wayfinding program which clearly marks routes to increase comfort level and overall experience of the City's bicycle network system.

Develop standards for signs and pavement markings for bikeways.

Coordinate wayfinding system with other jurisdictions in the region.



Education

Education is a community effort which entails a partnership between the City of Dublin, schools, neighborhoods, community organizations and other agencies. These partners advocate for and implement programs to make biking around the community fun, easy, safe and healthy for all.

Policy 1: Implement the Safe Routes to School program.

Issues

Safe Routes to School advocates to make walking and biking to school safe, easy, and fun for students and families which raises awareness of bicycling as another mode of transportation.

Strategies

Develop a process for partnering with the Dublin City Schools and community neighborhoods for implementation within Dublin. This program could provide eligibility for state funding of educational programs to teach children how to safely walk or bike to school.

Develop travel maps for schools as part of Safe Routes to Schools program.

Policy 2: Implement safety programs for both motorists and cyclists to encourage safe travel behaviors for all travel modes.

Issues

Current education programs briefly discuss, if at all, interaction of bicycles and vehicles. Safe travels for cyclists requires comprehensive education for both cyclists and motorists.

Strategies

Develop a comprehensive education program which includes the appropriate items identified in Appendix III.

Policy 3: Develop bicycle education programs for various ages and abilities.

Issues

Current Dublin bicycle education programs are aimed towards children (Bike Rodeo). The majority of residents, considered "interested but concerned", would use cycling for transportation if they felt more comfortable with the rules of the road.

Strategies

Develop adult education programs to engage adults and seniors of varying experience levels, including appropriate items from Appendix III.

Explore partnerships with other local entities such as the Washington Township Fire Department and Consider Biking to provide ongoing bicycle education program.

Continue and expand youth oriented education programs, including appropriate items from Appendix III.

Develop educational materials for distribution to the community via on-line communications and/or hard copy distribution, including appropriate items from Appendix III.



Encouragement



Encouragement strategies are vital components of bicycling infrastructure projects. It has been shown in other communities that comprehensive promotional, educational and encouragement strategies result in an increase in bicycle trips in conjunction with the expansion of its bikeway network. The primary purposes of encouragement strategies are to reach out to 'interested but hesitant' residents as well as attend to the needs of current bicycle riders to help them ride safely and comfortably. Encouragement programs help residents view bicycling as a reasonable transportation option and give them the opportunity to try bicycling in a low stress and safe setting. Basic encouragement strategies incorporate service, behavior change, awareness and incentives

Policy 1: Develop a bicycle map which identifies bicycle routes, bicycle facility types and recommended connections on neighborhood streets as well as key destination points.

Issues

The current map only provides information on the multi-path system as well as locations of City parks. It has been several years since the map was last updated.

Strategies

Include appropriate elements identified in Appendix II on the bicycle map.

Identify bike routes/paths which are a part of the snow removal areas.

Explore the development of a mobile phone application and a web-based application for the City's bicycle map to help bicyclists find routes to destinations.

Distribute bicycle map more widely.

Use the map as a key educational tool by incorporating education and safety information into the bicycle map.

Policy 2: Develop a bicycle web page on City's website.

Issues

The City does not have a dedicated web page for bicycling and issues/programs which involve cycling.

Strategies

Develop a web page which provides education materials, map resources, opportunities to provide feedback on maintenance and other information relevant to cyclists.

Provide links to local bicycle organizations and other bicycle-oriented web pages.



Encouragement

Policy 3: Develop strategies and incentives to encouraging bicycling as a form of transportation.

Issues

The City lacks programs which strongly encourage bicycling as a viable form of transportation.

Strategies

Provide a variety of bicycle facilities, such as bike racks, throughout the City at key destination points.

Provide incentives for individuals to ride bikes to Dublin events.

Examine the need for additional bicycle parking at community events to encourage an increase in biking to events, both City sponsored as well as other community events.

Adopt 2 by 2012 campaign through Consider Biking to align business incentives.

Develop formal education and testing on cycling as a form of transportation in the schools.

Recommend business education and incentive programs which encourage companies to promote biking to work.

Explore the development of a bike share program.

Continue and expand existing donation program of abandoned and/or used bicycles to local bicycle co-ops.

Partner with regional programs, where appropriate, which serve to encourage and educate Dublin's residents, corporate citizens and visitors about bicycling.

Explore the development of a SmartTrips program.

Policy 4: Develop programs which raise awareness of bicycling and sound bicycling behaviors.

Issues

Programs other than the Bike Rodeo are not in place for educating and encouraging bicycling.

Strategies

Include bicycle education components in City programs such as summer camps.

Encourage (sponsor) group rides for bicyclist with different experience levels.

Develop a Bicycle Ambassador Program.

Partner with Consider Biking to provide programs which encourage and support bicycling as a mode of transportation.

Utilize Community Education offered through schools as an education avenue for safety/riding techniques.

Evaluate the national Bike to Work Week (B2WW) program and recommend a process of implementation within Dublin.

Identify key partnerships to assist in the formation of Dublin bike clubs and bicycle focused events, such as cyclocross and sprint criteriums.



Enforcement

Traffic enforcement efforts are integral to bicycle traffic safety and should encourage safe and lawful travel. This can be achieved by strategically maximizing education benefits and focusing on partnerships and communication. Balancing traffic enforcement with bicycle safety education and encouragement efforts has been shown to improve road safety for bicyclists, motorists and pedestrians.

Policy 1: Develop enforcement practices which contribute to the safety and attractiveness of bicycling.

Issues

Existing enforcement practices need to be reviewed to assist other efforts in encouraging bicycling.

Strategies

Identify additional avenues for the Division of Police and Division of Court Services to be involved in education and enforcement targeted to both bicyclists and motorists.

Review existing relevant code sections and recommend any needed changes to improve safety for the cyclist and motorists such as:

- Land Use and Development
- Complete streets
- Parking
- End of ride facilities
- Traffic Code
- Mandatory childhood helmet law
- Conflicts with the Ohio Revised Code



Policy 2: Review safety concerns as identified by various sources to identify the means and methods to resolve the concerns.

Issues

Existing enforcement practices are not necessarily based on past crashes or other rider safety concerns.

Strategies

Identify additional opportunities for the Division of Police to do targeted education and enforcement, including location-based and type-of-crash based programs.

Evaluation



Evaluation can help to measure the achievement of objectives, provides accountability to the public (and those who fund projects or programs) as well as increase community support.

Policy 1: Gather statistical information (such as bicycle counts/surveys) to track mode shift over time.

Issues

Methods are not in place to measure and evaluate the effectiveness of the City's bicycle initiatives.

Strategies

Identify a mode shift goal for the community as well as steps and timelines to facilitate reaching that goal.

Develop performance measures for tracking mode shift and set a baseline level.

Continue and expand the bi-annual bicycle/pedestrian counts. Explore the development of bicycle and pedestrian surveys in addition to the counts.

Include questions in the community survey for feedback on the City's bicycle initiative as well as questions which assess the 'interested but concerned' population

Implement business education and incentive programs which encourage companies to promote biking to work.

Develop evaluation metrics for any encouragement and/or education program that is started. Include pre-program and post-program evaluation. Consider the use of existing evaluations for similar programs developed by other cities/entities.

Policy 2: Gather statistical information (such as bicycle crash data) and evaluate to determine safety concerns.

Issues

Existing data collection for bicycle related traffic data is not comprehensive for evaluation purposes.

Strategies

Identify the type and format for collection of bicycle-related traffic data which can be used to determine education programs.

Evaluate how well education and enforcement programs are affecting bicycle-related traffic issues.



Evaluation



Policy 3: Routinely review and update the proposed comprehensive bikeway master plan.

Issues

The City's bikeway master plan must be updated on a regular basis to reflect proposed and constructed facilities.

Strategies

Annually update the bicycle master plan to reflect proposed and constructed facilities.

Collect before and after data related to new bicycle-related infrastructure.

Evaluate how well the master plan serves its users through annual surveys.

Evaluate how well the master plan is supported by the various users.

Policy 4: Track designations/awards which could heighten awareness of bicycling.

Issues

The City of Dublin is not currently a League of American Bicyclist Designated Bicycle Friendly Community and there are not any League of American Bicyclist Designated Bicycle Friendly Businesses in Dublin.

Strategies

Apply for the City of Dublin to be a League of American Bicyclist Bicycle Friendly Community.

Apply for the City of Dublin to be a League of American Bicyclist Bicycle Friendly Business, as an employer.

Track League of American Bicyclist designations of businesses within the City of Dublin and/or the City of Dublin School District.



Appendix I

Bicycle Friendly Community Designation Readiness Assessment Scorecard

ENGINEERING

- Does your community have a comprehensive, connected and well-maintained bicycling network?
A comprehensive, connected, and well-maintained bicycling network enables cyclists to get wherever they want to go through a mixture of on- and off-street accommodations.
- Is bike parking readily available throughout the community?
Many Bicycle Friendly Communities are making efforts to increase availability of bike parking through requiring racks in new construction and even lowering parking minimums for businesses that offer bike parking.
- Is there a Complete Streets ordinance or another policy that mandates the accommodation of cyclists on all road projects?
Complete Streets ordinances require that all modes of travel - including bicycles - be accommodated whenever a new road is constructed or an existing one is rebuilt. Learn more at completestreets.org.

EDUCATION

- Is there a community-wide Safe Routes to School program that includes bicycling education?
Safe Routes to School is a federal level funding program to encourage youth to bike and walk to school through infrastructure changes and education.
- Are there bicycling education courses available for adults in the community?
The League offers the Smart Cycling program through League Certified Instructors in communities throughout the country.
- Does your community educate motorists and cyclists on their rights and responsibilities as road users?
Much can and should be done to further educate motorists and cyclists on how to properly share the road. In addition to signage, communities are offering instruction through traffic ticket diversion programs and Public Service Announcements to name a few.

ENCOURAGEMENT

- Does your community have an up-to-date bicycle map?
Bike maps are critical to safely navigating a community that doesn't have a fully developed bike network and encouraging people to get to where they want to go by bike.
- Does the community celebrate bicycling during national Bike month with community rides, Bike to Work Day or media outreach?
National Bike Month and Bike to Work Day are celebrated by hundreds of communities across the country.

Appendix I

- Does the community host any major community cycling events or rides?
Community rides, large and small, are great ways to highlight new bike infrastructure and encourage new riders.
- Is there an active bicycle advocacy group in the community?
Bicycle Friendly Communities don't happen without community effort. Having a local group advocating for bike-friendly policies, programs and accommodations is key to getting things done.

ENFORCEMENT

- Do law enforcement officers receive training on the rights and responsibilities of all road users?
Local law enforcement has a tough job. Officers' training is available and critical in protecting your rights and keeping roadways safe for all users.
- Does your community have law enforcement or other public safety officers on bikes?
There's no better way for law enforcement to get better hands-on experience than policing from behind the handlebars. These officers can also manage crowds and congested downtowns better as well and their equipment is cheaper than an outfitted cruiser.
- Do local ordinances treat bicyclists equitably?
Equal treatment through city policies and ordinances is critical in ensuring cyclists rights to the road.

EVALUATION

- Is there a specific plan or program to reduce cyclist/motor vehicle crashes?
From targeted enforcement or redesign of intersections with high crash rates, your community should be striving for safer streets.
- Does your community have a current comprehensive bicycle plan?
- Is there a Bicycle advisory Committee that meets regularly?
- Does your community have a bicycle program manager?
Along with the need for advocacy groups, communities aren't just becoming bike-friendly magically. They require proper planning, city staff to manage implementation of programs and accommodations, and a cyclist-driven constituent oversight to see the plans are followed through.

Appendix II

Recommended Bicycle Map Features

1) Educational and Outreach Information

General Bicycle Tips:

Rules of the Road

- Roundabout/traffic circles
- Proper positioning in lanes
- Adhere to traffic sign / lane markings
- Ride with traffic
- Hand signaling / interacting with others

Accident/Injury Prevention

- Helmet safety
- Rear view mirror/handle bar mirrors
- See and be seen / night riding

Accident Awareness

- Right/left turning motor vehicles
- Road hazards [sewer grates, manholes, railroad tracks]
- In the event of an accident, where to get help/who to call
- Distractions (headphones / texting / mobile phones / DUI)

Misc

- Transit system (Bike N Ride)
- Report hazardous conditions (web site address)
- Bike registration services
- Licensing (future)

2) Travel Facilities

Types of Facilities Identified:

- Multi-use path
- On-street bike lane
- Designated bike route
- Sharrows (wide curb lane)
- Paved shoulders

Street

- Identify by level of service/difficulty (skill/comfort level); model after what is used on City of Columbus's bike map
- Connection routes between bikeways (streets, sidewalk)

Facilities Planned:

- Include identification of planned or proposed travel facilities which will be constructed within the 2-year time frame of map production.

3) Landmarks and Engineering Features

Map Grid and Index:

Features Identified:

Landmarks

- Bus Stop
- Dog Park
- Libraries
- Hospital/Medical Facilities
- Municipal Buildings
- Post Office
- Restrooms/drinking fountains
- Public Art
- Public parks (City and Metro)
- Skate Park
- DCRC
- Dublin Arts Council
- Pools
- Shopping Center / Markets
- Schools
- Zoos
- Tire Air Sources

Geographic Travel Facility Features

- Parking
- Trail Head

4) Land Designations

Zoomed Inserts:

Historic Dublin

Appendix III

Summary of Possible Education Programs / Topics

(Currently available or need development)

1) Motorists

Share the Road/Right to the Road and/or similar awareness programs

Incorporate bike routes into Chamber roadway map

Roundabouts - specific education

Distribution of educational materials through Division of Court Services

Regular cycling column in local newspaper

Bike to Work Week Program

2) Cyclist

2 by 2012

Possible business incentives

General and Specific Safety training/education

Mechanics/how to repair bikes

Bike maps

Roundabouts -specific education

Safe routes to school

Adult and Youth Programs

Organized community bike rides

Promote Bike clubs

Bike donation program

Registration of bikes with educational component

Ambassador programs

SmartTrips

League of American Bicyclist Cycling Instructor program

Traffic Skills 101 and other standardized League of American Bicyclist courses

3) Youth

New drivers – provide education

Safe routes to school
Map of routes for each school

Explore education, licensing, clubs, incentives

Cyclo-cross, unicycle, etc.

Registration of bikes with educational component

Washington Township Fire Department/Division of Police helmets/education program

Ambassador program for kids

Bike to work/school month/week/day